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dialogues, intelligible to all readers. Cicero, in referring to distinguished individuals in the Roman annals, when writing for the use of his own countrymen, would of course adopt the brief designations commonly employed at the time, and universally understood; but which, in another age, and among another people, need some explanation. Thus, though in the Roman story there are many Scipios mentioned, yet the "duo Scipiones" were most generally understood to mean the two brothers Publius and Cneus Scipio, whom Cicero calls "duo fulmina nostri imperii," and whose exploits and fall in Spain are recorded by Livy, with surpassing beauty and force of language. The two Scipios, so celebrated for their wars in Africa, were the "duo Africani."

Another historical passage, which we just notice, is on the eighty-fourth page of the translation, and in the forty-seventh section of the first book of the Latin. Here we read in the former place, "Cleobis and Biton, the sons of the priestess Argia." In the original for the "priestess Argia," we find "Argia sacerdos," that is, "priestess of Argos;" "Argia" being a national appellative. The name of this priestess was Cydippa.

We do not care to follow up these strictures, but if more are wanted to maintain the judgment which we have passed upon the book, we promise that they shall be forthcoming in no stinted measure. Should the translator proceed with the work which he has begun, and give to the public other philosophical treatises of Cicero, which it seems he has in hand, he has our best wishes that he may present in future a more favorable sample of American scholarship. In the prosecution of his undertaking, the hints we have given may do him some good; they certainly can do him no harm. We fully coincide in opinion with the illustrious scholar, whose letter appears in the preface to the volume, that "a good American translation of all Cicero's works would be a jewel of great price."

NOTE

TO ARTICLE II. OF THE PRESENT NUMBER.

Since the above article was written, an iron steamboat has been launched at Pittsburg, which, if the accounts of it that have been published are to be relied upon, may mark a new era in the history of steam navigation in the West. The whole of the hull of this boat, including the decks, being of iron, of

course *this part* of the vessel is incombustible, and great additional security is afforded to the *cargo*. She is partitioned off into several water-tight divisions, and consequently is much less liable to sink from collision with a snag or other boat. To compensate for her increased cost, she will outlast some half dozen boats of ordinary construction. And finally, she is said to draw much less water than any other boat of her size, that ever floated.

ERRATUM. *Page 130, line 12, for company, read occupancy.*